

## Development Mammoth Scenic Loop OHV/OSV Staging Expansion (FINAL)

FOR OFFICE USE ONLY:

Version # \_\_\_\_\_

APP # 700550

### A. Statement of Development Activity

This project would enhance OHV/OSV opportunities and improve public safety along the Mammoth "Scenic Loop", located in the vicinity of Mammoth Lakes, CA. The Mammoth "Scenic Loop" road is a paved road on National Forest lands maintained by the Town of Mammoth Lakes (TOML) through an easement. The road leaves Hwy 203 on the north side of Town and connects to Highway 395 just north of the Crestview rest area. The Scenic Loop is a recreation corridor providing an expedited route to Mammoth Mountain Ski Area/Minaret Vista/Red's Meadow Recreation Area and access to many of the premiere Mammoth area OHV routes in the summer and OSV routes in the winter.

In 2010, a grant received by TOML from the federal highway administration will re-pave and widen the Scenic Loop, establish a bike route, and widen pull-offs and improve site distances at portals leading to the forest road, trail, and OSV system. This grant application seeks funds to compliment the TOML highway project by establishing parking areas at two of the most heavily used existing pull-outs (which are currently expanded shoulders and present safety issues). These two areas are 1. B-Trail intersection (near Hwy 203, intersection with heavily used OSV trail that is a portal to the Minaret Vista and Inyo Craters) 2. Inyo Craters Road (turnoff to Inyo Craters Road, currently a widened pullout and heavily used). Each parking area would be paved, have a wide turning radius turn-around for large vehicles with trailers, and have five diagonal pull-through parking spots and five oversized single vehicle parking spots. Each location would have trailhead information with a kiosk consisting of maps, area recreation, safety, rules, and regulations information.

The establishment of these two parking areas would expand capacity for OHV and OSV users to stage and ride. The parking areas would also move traffic from widened shoulder areas off the road into an area that is safer from traffic. TOML has committed to plowing these parking areas in the winter for OSV staging, as TOML currently removes snow on the Scenic Loop.

### B. Relation of Proposed Project to OHV Recreation

This project will improve staging access and increase capacity in the proximity of some of the most popular OHV and OSV trails in the Mammoth area. The staging areas will improve traffic safety, provide better user information, and reduce demand at other overcrowded trailhead/staging areas.

### C. Size of the proposed development

The size of each pullout area is approximately 20,000 square feet. Each area will have a large (52' radius) turnaround to accommodate large vehicles and trailers, ten diagonal/pull through parking for vehicles with trailers, and eight over-sized single parking spots. Kiosk/information area will be approximately 10'x10'.

### D. Timeline for Project Completion

Attachments:

[Scenic Loop OHV/OSV Timeline](#)

### E. Location and Description of OHV Opportunities

The OHV and OSV trails around Mammoth are ABUNDANT. These strategically placed staging areas connect to highly desirable OHV and OSV trails that are connected to the entire Inyo National Forest road and OSV trail network. The proximity to highway 395 gives users the option of staying on the west side of the 395 corridor, where trail options are more limited but access premiere geologic and vista sites, or the option to cross highway 395 under OHV/OSV tunnels to access the more abundant road and trail network on the east side of the highway. The proposed staging areas are 1.5 and 3 miles from the Town of Mammoth Lakes, making it easy for users to access restaurants, a grocery store, gas stations, hotels, and campgrounds, limiting the commute distance.

## Additional Documentation

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**1. Conceptual Drawings and Site Plans**

Attachments:

["B" Trail Proposed Staging Area Conceptual](#)  
[Inyo Craters Proposed Staging Area Conceptual](#)

**2. Land Tenure Certification**

Attachments:

[Inyo National Forest Ownership - GIS Layer](#)

**3. Project Specific Maps**

Attachments:

[Proposed Staging Areas Overview Map](#)

**4. Optional Project-Specific Application Documents**

## Project Cost Estimate

FOR OFFICE USE ONLY:		Version # _____	APP # _____
<b>APPLICANT NAME :</b>	USFS - Inyo National Forest		
<b>PROJECT TITLE :</b>	Development Mammoth Scenic Loop OHV/OSV Staging Expansion (FINAL)	<b>PROJECT NUMBER (Division use only) :</b>	G09-02-05-D02
<b>PROJECT TYPE :</b>	<input type="checkbox"/> Acquisition <input checked="" type="checkbox"/> Development <input type="checkbox"/> Education & Safety <input type="checkbox"/> Ground Operations <input type="checkbox"/> Law Enforcement <input type="checkbox"/> Planning <input type="checkbox"/> Restoration		
<b>PROJECT DESCRIPTION :</b>	<p>This project would enhance OHV/OSV opportunities and improve public safety along the Mammoth "Scenic Loop", located in the vicinity of Mammoth Lakes, CA. The Mammoth "Scenic Loop" road is a paved road on National Forest lands maintained by the Town of Mammoth Lakes (TOML) through an easement. The road leaves Hwy 203 on the north side of Town and connects to Highway 395 just north of the Crestview rest area. The Scenic Loop is a recreation corridor providing an expedited route to Mammoth Mountain Ski Area/Minaret Vista/Red's Meadow Recreation Area and access to many of the premiere Mammoth area OHV routes in the summer and OSV routes in the winter.</p> <p>In 2010, a grant received by TOML from the federal highway administration will re-pave and widen the Scenic Loop, establish a bike route, and widen pull-offs and improve site distances at portals leading to the forest road, trail, and OSV system. This grant application seeks funds to compliment the TOML highway project by establishing parking areas at two of the most heavily used existing pull-outs (which are currently expanded shoulders and present safety issues). These two areas are 1. B-Trail intersection (near Hwy 203, intersection with heavily used OSV trail that is a portal to the Minaret Vista and Inyo Craters) 2. Inyo Craters Road (turnoff to Inyo Craters Road, currently a widened pullout and heavily used). Each parking area would be paved, have a wide turning radius turn-around for large vehicles with trailers, and have five diagonal pull-through parking spots and five oversized single vehicle parking spots. Each location would have trailhead information with a kiosk consisting of maps, area recreation, safety, rules, and regulations information.</p> <p>The establishment of these two parking areas would expand capacity for OHV and OSV users to stage and ride. The parking areas would also move traffic from widened shoulder areas off the road into an area that is safer from traffic. TOML has committed to plowing these parking areas in the winter for OSV staging, as TOML currently removes snow on the Scenic Loop.</p>		

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
<b>DIRECT EXPENSES</b>							
<b>Program Expenses</b>							
1	Staff						
	Other-Recreation Officer Notes : Project Lead - NEPA ID Team leader, writer	15.000	323.000	DAY	0.00	4,845.00	4,845.00
	Other-Hydrologist Notes : Specialist Input	5.000	324.000	DAY	0.00	1,620.00	1,620.00

Project Cost Estimate for Grants and Cooperative Agreements Program - 2009/2010  
Agency: USFS - Inyo National Forest  
Application: Development Mammoth Scenic Loop OHV/OSV Staging Expansion (FINAL)

3/1/2010

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
	Other-Botanist Notes : Resource specialist input.	3.000	293.000	DAY	0.00	879.00	879.00
	Other-Wildlife Biologist Notes : Resource specialist input	3.000	388.000	DAY	0.00	1,164.00	1,164.00
	Other-Cultural Heritage Notes : Resource specialist input	6.000	238.000	DAY	0.00	1,428.00	1,428.00
	Other-Landscape Architect Notes : Visual Quality Specialist, Site and Materials Design	8.000	225.000	DAY	0.00	1,800.00	1,800.00
	Other-Engineer Notes : Site Design, CAD Work	8.000	338.000	DAY	0.00	2,704.00	2,704.00
	Heavy Equipment Operator Notes : Site preparation for asphalt. Loader/excavator, grader, roller, water truck. 3 people at 20 days/ea.	60.000	282.000	DAY	16,920.00	0.00	16,920.00
	<b>Total for Staff</b>				16,920.00	14,440.00	31,360.00
<b>2</b>	<b>Contracts</b>						
	Other-Asphalt - CA Asphalt Price Index Notes : Asphalt contractor. \$5.00/sq foot includes gravel/sand prep.	40000.00 0	5.000	FT	200,000.00	0.00	200,000.00
	Other-Federal Highway Administration Gra Notes : Grant allows expansion and paving of existing pullouts leading to proposed staging areas. 25 feet wide by 50 feet long = 1250 sq ft of asphalt valued at \$10/sq ft, per pullout x 3 pullouts = 3750 sq ft = \$37500.	1.000	37500.000	EA	0.00	37,500.00	37,500.00
	<b>Total for Contracts</b>				200,000.00	37,500.00	237,500.00
<b>3</b>	<b>Materials / Supplies</b>						
	Other-Fill Dirt	10000.00 0	2.000	FT	0.00	20,000.00	20,000.00

Project Cost Estimate for Grants and Cooperative Agreements Program - 2009/2010  
Agency: USFS - Inyo National Forest  
Application: Development Mammoth Scenic Loop OHV/OSV Staging Expansion (FINAL)

3/1/2010

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
<b>4</b>	<b>Equipment Use Expenses</b>						
	Water Truck	20.000	240.000	DAY	0.00	4,800.00	4,800.00
	Other-Loader	20.000	285.000	DAY	0.00	5,700.00	5,700.00
	Other-Roller	20.000	170.000	DAY	0.00	3,400.00	3,400.00
	Other-Grader	20.000	440.000	DAY	0.00	8,800.00	8,800.00
	<b>Total for Equipment Use Expenses</b>				0.00	22,700.00	22,700.00
<b>5</b>	<b>Equipment Purchases</b>						
<b>6</b>	<b>Others</b>						
<b>7</b>	<b>Indirect Costs</b>						
	Indirect Costs-Admin Notes : Grant administration	8.000	275.000	DAY	0.00	2,200.00	2,200.00
<b>Total Program Expenses</b>					216,920.00	96,840.00	313,760.00
<b>TOTAL DIRECT EXPENSES</b>					216,920.00	96,840.00	313,760.00
<b>TOTAL EXPENDITURES</b>					<b>216,920.00</b>	<b>96,840.00</b>	<b>313,760.00</b>

Project Cost Summary for Grants and Cooperative Agreements Program - 2009/2010  
 Agency: USFS - Inyo National Forest  
 Application: Development Mammoth Scenic Loop OHV/OSV Staging Expansion (FINAL)

3/1/2010

	Line Item	Grant Request	Match	Total	Narrative
<b>DIRECT EXPENSES</b>					
<b>Program Expenses</b>					
1	Staff	16,920.00	14,440.00	31,360.00	
2	Contracts	200,000.00	37,500.00	237,500.00	
3	Materials / Supplies	0.00	20,000.00	20,000.00	
4	Equipment Use Expenses	0.00	22,700.00	22,700.00	
5	Equipment Purchases	0.00	0.00	0.00	
6	Others	0.00	0.00	0.00	
7	Indirect Costs	0.00	2,200.00	2,200.00	
<b>Total Program Expenses</b>		216,920.00	96,840.00	313,760.00	
<b>TOTAL DIRECT EXPENSES</b>		216,920.00	96,840.00	313,760.00	
<b>TOTAL EXPENDITURES</b>		<b>216,920.00</b>	<b>96,840.00</b>	<b>313,760.00</b>	

## Environmental Review Data Sheet (ERDS)

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### ITEM 1 and ITEM 2

#### ITEM 1

- a. ITEM 1 - Has a CEQA Notice of Determination (NOD) been filed for the Project? ☐ Yes ☒ No  
(Please select Yes or No)

#### ITEM 2

- b. Does the proposed Project include a request for funding for CEQA and/or NEPA document preparation prior to implementing the remaining Project Deliverables (i.e., is it a two-phased Project pursuant to Section 4970.06.1(b)) (Please select Yes or No) ☐ Yes ☒ No

### ITEM 3 - Project under CEQA Guidelines Section 15378

- c. ITEM 3 - Are the proposed activities a "Project" under CEQA Guidelines Section 15378? ☒ Yes ☐ No  
(Please select Yes or No)
- d. The Application is requesting funds solely for personnel and support to enforce OHV laws and ensure public safety. These activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. (Please select Yes or No) ☐ Yes ☒ No
- e. Other. Explain why proposed activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. DO NOT complete ITEMS 4 – 10

### ITEM 4 - Impact of this Project on Wetlands

The project areas have been surveyed and evaluated. There are no wetlands or navigable waters that would be effected by the project activities. Dry Creek is a seasonal stream that is located near the Inyo Craters proposed staging area, but this project would take place across the Inyo Craters road from the stream and would therefore not have any negative impacts to the stream. Runoff from asphalt would be directed away from the stream using best management practices. Asphalt along the Inyo Craters Road would prevent soil erosion.

Survey records indicate that the two project areas are habitat for two sensitive species. As part of the match to this grant request, the Forest Service will be conducting the proper NEPA analysis and implementing necessary mitigations.

Biological Evaluation Mammoth Scenic Loop Road Project - March 22, 2007

Biological Evaluation for the Mammoth Scenic Loop Rehab Fuel Break - July 26, 2002

### ITEM 5 - Cumulative Impacts of this Project

The cumulative impacts of this project have not yet been evaluated in a NEPA document. However, consultation with resource specialists and recreation planners offers the following preliminary list of past, present, and reasonably foreseeable actions that would have cumulative impacts: 1. addition of other ohv/osv staging areas that are part of the trail system serviced by this project. 2. maintenance of existing trail system 3. Rehabilitation of unauthorized routes. 4. Commercial authorization for use of trail system and proposed staging areas. Possible indirect effects may include 1. Increased use of groomed osv and maintained ohv trails, 2. Reduced use on other staging areas where use exceeds capacity - therefore reducing resource impacts at other staging areas (vehicles parking on vegetation). As part of the match to this grant request, the Forest Service will conduct proper NEPA analysis.

### ITEM 6 - Soil Impacts

The soils in both project areas are highly permeable pumice. The proposed projects would not have a significant effect on the environment due to soil erosion. Paving of the portion of Inyo Craters Road from the Scenic Loop to the staging area will reduce soil erosion into the nearby ephemeral "Dry Creek" stream. Runoff from project paving efforts will be diverted away from the "Dry Creek" stream into catchment areas using best management practices. The project will be further evaluated during the proper NEPA process and mitigations will be implemented to minimize runoff and prevent erosion of pumice soil.

#### ITEM 7 - Damage to Scenic Resources

The "Scenic Loop" is not a state or federal scenic highway. The proposed staging areas would be visible from the Scenic Loop road but will not significantly alter the viewshed.

#### ITEM 8 - Hazardous Materials

Is the proposed Project Area located on a site included on any list compiled pursuant to Section 65962.5 of the California Government Code (hazardous materials)? (Please select Yes or No) ☐ Yes ☒ No

If YES, describe the location of the hazard relative to the Project site, the level of hazard and the measures to be taken to minimize or avoid the hazards.

#### ITEM 9 - Potential for Adverse Impacts to Historical or Cultural Resources

Would the proposed Project have potential for any substantial adverse impacts to historical or cultural resources? (Please select Yes or No) ☐ Yes ☒ No

Discuss the potential for the proposed Project to have any substantial adverse impacts to historical or cultural resources.

Cultural resources have been inventoried in the project areas and the project footprint will not have any adverse impacts to nearby cultural sites.

Heritage Report No

- 1) Scenic Loop Road Sections 10/15 R1977050400035
- 2) Scenic Loop Road Section 21 R1981050400195

#### ITEM 10 - Indirect Significant Impacts

The proposed project has the potential to alter the use pattern of OSV groomed and maintained OHV trails as well as the use patterns at existing staging areas. Existing staging areas are seeing heavy winter and summer use and are often overcrowded, resulting in resource and infrastructure damage. The proposed staging areas would alleviate pressure on existing staging areas and reduce crowding, and therefore reduce the potential for resource and infrastructure damage. The proposed staging areas would create more traffic on the adjacent trail systems, but would reduce traffic on trail system adjacent to existing staging areas. One OSV staging area on Hwy 203, "The Cinder Shed" is over-crowded and often poses a safety hazard when vehicles and trailers park outside of the designated OSV staging area and along the busy road where OSV's often conflict with ski area traffic. The proposed staging areas would reduce the demand for staging at the Cinder Shed OSV staging area and therefore reduce the safety hazards.

#### CEQA/NEPA Attachment

Attachments:

[NEPA is underway - no document to date](#)



## Evaluation Criteria

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### 1 Project Cost Estimate - Q 1. (Auto populates from Cost Estimate)

1. As calculated on the Project Cost Estimate, the percentage of the Project costs covered by the Applicant is 3

(Note: This field will auto-populate once the Cost Estimate and Evaluation Criteria are Validated.) (Please select one from list)

- ☐ 76% or more (10 points)  
☐ 51% - 75% (5 points)  
☒ 26% - 50% (3 points)  
☐ 25% (Match minimum) (No points)

### 2 Natural and Cultural Resources - Q 2a., 2b., & 2c.

#### 2. Natural and Cultural Resources

- a. Natural and Cultural Resources: Species 3

Enter the number of special-status species that are known to occur in the Project Area

Number of special-status species 2

(Check the one most appropriate) (Please select one from list)

- ☐ No special-status species occur in Project Area (5 points)  
☒ One to five special-status species occur in Project area (3 points)  
☐ Six to ten special-status species in Project area (2 points)  
☐ More than ten special-status species occur in Project area (No points)

#### b. Habitat

- b. Natural and Cultural Resources: Habitat 3

Potential Effects on special-status species habitat (Check the one most appropriate)

Special-status species habitat is known to occur in the Project Area (if YES, enter number of species).. (Please select Yes or No) ☒ Yes ☐ No

Habitat for special-status species known to occur in Project Area (enter number of species) 2

Reference Document

Biological Evaluation Mammoth Scenic Loop Road Project - March 22, 2007

Biological Evaluation for the Mammoth Scenic Loop Rehab Fuel Break - July 26, 2002

(Check the one most appropriate) (Please select one from list)

- ☐ No special-status species habitat is known to occur in the Project area (5 points)  
☒ Habitat for one to five special-status species is known to occur in Project area (3 points)  
☐ Habitat for six to ten special-status species is known to occur in Project area (2 points)  
☐ Habitat for more than ten special-status species is known to occur in Project area (No points)

#### c. Cultural Resources

c. Cultural Resources 3

(Check the one most appropriate) (Please select one from list)

- ☐ Project would provide additional protection to cultural sites (5 points)  
☐ Project area has no known cultural sites (4 points)  
☒ Identified cultural sites in the Project area will not be affected (3 points)  
☐ Project impacts to cultural sites will be mitigated (No points)  
☐ Project has unavoidable detrimental impacts to cultural resources (No points, Project application will be returned to Applicant without further consideration)

Reference Document

Heritage Report No

- 1) Scenic Loop Road Sections 10/15 R1977050400035  
2) Scenic Loop Road Section 21 R1981050400195

**3 Diversified Use - Q 3.**

3. The Project is designed to provide for diversified OHV use 5

(Check all that apply) Scoring: 1 point each, up to a maximum of 6 points (Please select applicable values)

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> ATV        | <input checked="" type="checkbox"/> 4X4                              |
| <input checked="" type="checkbox"/> M.C.       | <input checked="" type="checkbox"/> Recreation Utility Vehicle (RUV) |
| <input checked="" type="checkbox"/> Snowmobile | <input type="checkbox"/> Dune buggy, rail                            |
| <input type="checkbox"/> Other (Specify)       |  |

Describe the nature of the facilities for each item checked above:

These staging areas will be multiple use allowing any kind of trailered vehicle to benefit from their establishment. ATV's, motorcycles, snowmobiles, and side-by-sides will all be able to park, unload, and access an amazing trail and road network.

**4 Publicly Reviewed Plan - Q 4.**

4. Is there a publicly reviewed and adopted plan that supports the need for the Project? 0

(Check the one most appropriate) (Please select one from list)

- ☒ No (No points) ☐ Yes (5 points)

Identify plan

**5 Recycled Materials - Q 5.**

5. The Project makes substantial use of recycled content building materials such as 5

- Materials diverted from landfills
- Recycled plastic lumber
- Fly ash content concrete

(Check the one most appropriate) (Please select one from list)

- ☐ No (No points) ☒ Yes (5 points)

Explain 'Yes' response

Project will use reclaimed asphalt.

**6 Sustainable Technologies - Q 6.**

6. The Project makes substantial use of sustainable technologies such as: 0

- Alternative fuel vehicles and equipment
- Repaving with permeable asphalt
- Renewable energy sources (e.g., solar, wind)
- Low volatile organic compound emission materials (e.g., paint, sealants, carpet)
- Practices that meet U.S. Green Building Council LEED Silver standard
- Water efficient landscaping
- Low-flow plumbing fixtures
- Utilizing local building materials

(Check the one most appropriate) (Please select one from list)

☒ No (No points)

☐ Yes (4 points)

Explain 'Yes' response

**7 Sustain Existing OHV Recreation - Q 7.**

7. The Project is designed to sustain existing OHV Recreation 3

(Check the one most appropriate) (Please select one from list)

☒ Project directly improves or sustains existing OHV Opportunity (3 points)

☐ Project improves support facilities associated with existing OHV Opportunity (2 points)

☐ Project involves construction of a facility associated with new OHV Opportunity (No points)

**8 Motorized Access - Q 8.**

8. The Project improves facilities that provide motorized access to the following nonmotorized recreation opportunities 6

(Check all that apply) Scoring: 2 points each, up to a maximum of 6 points (Please select applicable values)

☒ Camping

☒ Birding

☒ Hiking

☐ Equestrian trails

☐ Fishing

☒ Rock Climbing

☒ Other (Specify) [mountain biking, photography]

**9 Public Input - Q 9.**

9. The Project was developed with public input employing the following 2

(Check all that apply) Scoring: 1 point each, up to a maximum of 2 points (Please select applicable values)

☐ Publicly noticed meeting(s) with the general public to discuss Project (1 point)

☒ Conference call(s) with interested parties (1 point)

☒ Meeting(s) with stakeholders (1 point)

Explain each statement that was checked

The Town of Mammoth Lakes has been involved with the development and initial design of this project, as well as the Federal Highway Administration through their grant process. Mammoth Lakes Snowmobile Club has suggested additional staging areas, prompting TOML and the FS to consider this project idea. In several meetings with the Town of Mammoth Lakes, the Forest Service has discussed and co-designed the proposed staging areas to compliment the Federal Highways road widening project and meet the needs and concerns of the Town of Mammoth Lakes and members of the community who they have talked with regarding safety issues along Hwy 203 and along the Scenic Loop as a result of road-side OSV and OHV staging. In January, 2010, the Forest Service met with Bill Sauser, head of the Mammoth Lakes Snowmobile Club, and discussed crowding issues at OSV trailheads. Bill indicated his support for additional staging areas along the Scenic Loop as a way of reducing overcrowding at existing staging areas.

**10 Utilization of Partnerships - Q 10.**

10. The Project will utilize partnerships to successfully accomplish the Project. The number of partner organizations that will participate in the Project are 2

(Check the one most appropriate) (Please select one from list)

- ☐ 4 or more (4 points) ☒ 2 to 3 (2 points) ☐ 1 (1 point)  
☐ None (No points)

List partner organization(s)

Town of Mammoth Lakes, Federal Highway Administration

We will seek input from Mammoth Snowmobile Club, as well as other interested members of the public.

**11 Primary Funding Source - Q 11.**

11. Primary funding source for future operational costs associated with the Project will be 2

(Check the one most appropriate) (Please select one from list)

- ☐ Applicant's operational budget (5 points)  
☐ Volunteer support and/or donations (3 points)  
☒ Other Grant funding (2 points)  
☐ OHV Trust Funds (No points)

Explain checked statement

Town of Mammoth Lakes removes snow from the Scenic Loop as part of their operational budget. However, these newly developed staging areas will increase their costs and additional funding will be sought after through other grant opportunities. One being considered is the "Measure R" funding, a tax initiative that supports area recreation projects.

**12 Offsite Impacts - Q 12.**

12. Offsite impacts relative to the Project Area (e.g., sound, fugitive dust, runoff) have been addressed: 0

(Check the one most appropriate) (Please select one from list)

- ☒ No (No points) ☐ Yes (4 points)

Explain 'Yes' response

**13 Riparian/Wetland Issues - Q 13.**

13. Does the Project Area contain Riparian/Wetland issues? 10

(Check the one most appropriate) (Please select one from list)

- ☒ No (10 points) ☐ Yes (if yes - respond to item below)

The Project utilizes the following techniques to prevent damage to, or restore Riparian/Wetland areas

(Check all that apply) (Please select applicable values)

- ☐ Re-routes to divert trails away from Riparian/Wetlands areas (2 points)
- ☐ Well documented evaluation and monitoring strategies (list reference document) (2 points)
- ☐ Provide bridges instead of wet crossings (2 points)
- ☐ Provide sanitary facilities (2 points)
- ☐ Restrict public vehicular access in Riparian/Wetland areas by placing physical barriers (e.g., gates, fences, bollard, boulders) (2 points)

Reference Document